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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

## INFORMATION REPORT

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1. The Ministry of Railways, ul. Chalubinskiego 4, Warsaw, is divided into eight departments: personnel, finance, supply, traffic, trade, plans, control, and electro-technical. Of these, the most important are: trade, traffic, control, and supply.
2. The ten geographic subdivisions of the ministry are located in Warsaw, Lodz, Lublin, Krakow, Katowice, Wroclaw, Poznan, Szczecin, Gdansk and Olsztyn.
3. The Central Bureau for Foreign Accounts and Tariff (Centralne Biuro Rozliczen i Taryf Zagranicznych - CBRTZ) in Bydgoszcz is responsible for keeping track of all freight and trains entering or leaving Poland. The office employs 65 to 75 workers; its chief is directly responsible to the Minister of Railways.
4. Border crossing points (punkty zdawczo-odbiorcze) are under the direction of CBRTZ but they are administratively responsible to the railway directorates in which they are located. Among these points are: Kostrzyn, Rzepin, Frankfurt/Oder, Guben and Forst. Other such points may be in Szczecin and Zgorzelec. There are undoubtedly other border crossing points which control exit and entry traffic on the Czech and Russian borders.
5. Border crossing points are staffed by 18 officials: three trade agents, six technical agents, three traffic agents and six secretaries. The staff works in three 24 hour shifts in rotation. If the border transfer point is outside Polish territory, as in Frankfurt, Guben and Forst, the employees commute from their homes since they are not permitted to live outside the country. While they are working on foreign soil, staff members are permitted to deal only with their official counterparts; mingling with the local population is forbidden. The officials are subject to a thorough search each time they cross or recross the border.

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6. The duties of these staffs are to inspect rolling stock entering Poland for possible technical deficiencies, to inspect freight and check it against manifests, to schedule the incoming traffic in the Polish railway system, to transfer responsibility for trains leaving Poland to the competent foreign officials, to record trains and freight entering Poland together with the name of the train commander.
7. Each of the ten regional directorates has the technical services of two or more sections at its disposal. These sections are stationed away from the directorate's headquarters. For example, the Poznan directorate, located at ulica Skarbowa, has two such sections (oddzialy). One is located in Zbaszynek and the other in Zielona Gora. The Zbaszynek section has extensive repair facilities, while the second has offices which control railway traffic and freight movement in the western part of the Poznan directorate.
8. All rail traffic passing through Frankfurt/Oder, both German and Polish, is supervised by a Russian officer, Major (fnu) Popov. His supervisor is Lt. Col. Tsyganov whose office is not in Frankfurt.
9. A county U. S. office is located east of Frankfurt/Oder in Slubice; the office is in charge of an eight man U.S. railway detachment stationed in Rzepin and headed by Lt. Edmund Jozwiak.
10. A unit of the Railway Protective Service (Sluzba Ochrony Kolei = S.O.K.) is also stationed in Rzepin; eight men are attached to it and are commanded by (fnu) Kozlowski.
11. Another unit stationed in Rzepin is the customs service (Straz Celna), made up of 40 employees. (Fnu) Bayer is chief of the group. The office has two subsections, one in Slubice for freight and one in Kunowice for passengers.
12. Controls at Frankfurt/Oder not administered by any of the above three offices are handled by the border guard (W.O.P.). A WOF battalion is stationed in Slubice commanded by a major. One company is located in Rzepin; one of the company's platoons is stationed in Kunowice. The battalion does not perform normal border guard functions; instead, its mission is the security control of railway traffic in the area.
13. The majority of the offenses detected by security or police forces in the Frankfurt area involve smuggling. Items most frequently smuggled are the following: to Poland from Germany, watches, nylon stockings, silk kerchiefs, harmonicas, razor blades, radio tubes, electric light and flashlight bulbs, fountain pens, bottles of in , medicines, wool yarn, needles, gold coins; smuggling from Poland to Germany may involve cigarettes, tobacco and small amounts of dollars.
14. Traffic crossing the border via Frankfurt/Oder and Rzepin consists of transit trains between the DDR and the USSR, a few passenger trains between Warsaw and western Europe and trains between the DDR and Poland.
15. DDR-USSR transit traffic consists of three passenger trains and 12 to 18 freight trains daily. East German-Polish traffic is limited to two passenger trains and five freight trains a day.
16. Passenger trains running between the DDR and the USSR carry Soviet troops and officials to and from their duty stations. Freight to the DDR is usually shipped in sealed cars, although occasionally open cars are observed loaded with tanks, artillery pieces and army cars. Other freight to the DDR includes iron ore, anthracite, iron plate and grain. Freight shipments consigned to Russia include new railway cars, railway undercarriages, cranes, passenger cars, machines and machine parts, electric turbines, gasoline, oriquettes, paper and uranium ore. Uranium bearing cars are marked with the letter "A".

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17. Freight from Poland consigned to the DDR consists of horses for the Netherlands, wood for Belgium, hogs, meat, fat, fish, potatoes, grain, fowl, wood, woodpulp for newsprint, coal and raw hides. That destined for Poland, coming from East Germany is made up of fertilizer, electrical machines, automobiles, motorcycles, motors, radios, film and photographic equipment, musical instruments, machine parts, leather and herring from Holland.
18. The last printed schedule for transit traffic expired 14 May 1951. The many changes which have taken place since then have had to be entered by hand or inserted by mimeographed sheets into the old book. A new printing of the schedule, however, was issued 18 May 1952.<sup>1</sup>
19. In the spring of 1952, after the opening of a part of the new Oder river railway bridge running between Frankfurt and Slubice, speed regulations on the span were removed. An extra rail line is still under construction.
20. A new and permanent railway bridge was also put into operation in the spring of 1952 between Zbaszyn and Chroscica.
21. Widening of road beds between Frankfurt/Oder and Rzepin, Swiebodzin and Poznan/Debina, and Swarzed and Wrzesnia has reduced the speed limit on these stretches to between 80 and 90 kilometers per hour.

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